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NEW MAPS

EDITED BY THE ASSISTANT EDITOR

For system of listing maps see p. 74 of this volume

MAPS ISSUED BY UNITED STATES GOVERNMENT BUREAUS

U. S. GEOLOGICAL SURVEY

Topographic Sheets
(Including Combined and Special Topographic Maps)

Arizona. Phoenix Quadrangle. Surveyed in 1903-1904 and 1912. 1:62,500. 33°30′ - 33°15′ N.; 112°15′ - 112°0′ W. Contour interval 25 ft. Edition of June 1914.

California. Petaluma Quad. Surveyed in 1910-1912. 1:62,500. 38°15′ - 38°0′ N.; 122°45′ - 122°30′ W. Interval 25 ft. Edit. of June 1914.

California-Nevada. Mt. Morrison Quad. Surveyed in 1911-1912. 1:125,000. 38°0′ - 37°30′ N.; 119°0′ - 118°30′ W. Interval 100 ft. Edit. of June 1914.

Minnesota. Deerwood Quad. Surveyed in 1912. 1:62,500. 46°30′ - 46°15′ N.; 94°0′ - 93°45′ W. Interval 10 ft. Edit. of June 1914.

Ohio. Troy Quad. Surveyed in 1911-1912. 1:62,500. 40°15′ - 40°0′ N.; 84°15′ - 84°0′ W. Interval 10 ft. Edit. of June 1914.

Oklahoma. Nowata Quad. Surveyed in 1912-1913. 1:125,000. 37°0′ - 36°30′ N.; 96°0′ - 95°30′ W. Interval 50 ft. Edit. of July 1914.

Oregon. Oregon City Quad. Surveyed in 1911-1912. 1:62,500. 45°30′ - 45°15′ N.; 122°45′ - 122°30′ W. Interval 25 ft. Edit. of June 1914.

[Includes the southern part of the city of Portland, the nucleus of which is shown on the adjoining Portland sheet (latest edition, 1905).]

Washington. Malaga Quad. Surveyed in 1911-1912. 1:62,500. 47°30′ - 47°15′ N.; 120°15′ - 120°0′ W. Interval 25 ft. Edit. of July 1914.

Maps Accompanying Publications

Illinois. (a) Map Showing Areal Geology of the Peoria Quadrangle, Illinois. 1912. Geology by State Geological Survey. 1:62,500. 40°45′ - 40°30′ N.; 89°45′ - 89°30′ W. 14 colors.

(b) Map Showing Economic Geology of the Peoria Quadrangle, Illinois. 1912. Geology by State Geological Survey. Same scale and coordinates as map (a). 10 colors.

Accompany, as Pls. I and II, in pocket, ''Geology and Mineral Resources of the Peoria Quadrangle, Illinois'' by J. A. Udden, *U. S. G. S. Bull. 506,* 1912.

Kentucky. (a) Topographic Map of the Southeastern Part of the Monticello Quadrangle, Kentucky, Showing Location of Oil and Gas Pools, Deep Wells, and Outcrop of and Structure Contours on the Spann Limestone Member of the Pennington Shale. 1:62,500. 36°53.3′ - 36°45.0′ N.; 84°53.3′ - 84°45.0′ W. 4 colors.

(b) Sketch Map of Wayne County, Ky., Showing Location of Oil and Gas Pools. [1:230,000]. [37°0′ - 36°35′ N.; 85°3′ - 84°30′ W.]

(c) Sketch Map of a Portion of Little South Fork Oil District, Wayne County, Kentucky. [1:24,000]. [36⅔° N. and 84¾° W.] 1 color.

Accompany, as Pls. III, IV and VI respectively, ''Reconnaissance of Oil and Gas Fields in Wayne and McCreary Counties, Kentucky'' by M. J. Munn, *U. S. G. S. Bull. 579,* 1914.

South and North Dakota. (a) Geologic Map of the Old Standing Rock and Cheyenne River Indian Reservations, North and South Dakota. By

W. R. Calvert, V. H. Barnett, A. L. Beekly, and Max A. Pishel. 1914. 1:500,000. 46°25′ - 44°30′ N.; 102°0′ - 100°15′ W. With inset showing location of main map.

(b) Reconnaissance Topographic Map of Parts of the Old Standing Rock and Cheyenne River Indian Reservations, North and South Dakota. Base compiled from General Land Office map. Contours . . . by A. L. Beekly and . . . Max A. Pishel. Surveyed in 1909. 1:125,000. 46°3′ - 45°8′ N.; 102° - 101° W. 2 colors.

Accompany, as Pls. I and II, respectively, "Geology of the Standing Rock and Cheyenne River Indian Reservations, North and South Dakota" by W. R. Calvert, A. L. Beekly, V. H. Barnett and H. A. Pishel, *U. S. G. S. Bull. 575*, 1914.

[Map (a) a black-and-white geological map; map (b) a topographic map with the customary contours in brown (interval 50 ft.) and drainage in blue.]

Utah-Colorado. Map of Parts of Colorado and Utah Showing Present Known Extent of Bituminous Shale. 1:750,000. 40°17′ - 39°12′ N.; 110°50′ - 107°47′ W. Accompanies, as Pl. I, "Oil Shale of Northwestern Colorado and Northeastern Utah" by E. G. Woodruff and D. T. Day, *U. S. G. S. Bull. 581-A,* 1914.

Washington. Reconnaissance Map of an Area Examined for Oil and Gas on the West Slope of the Olympic Peninsula, Washington. 1:250,000. 48°2′ - 47°8′ N.; 124°40′ - 123°43′ W. Accompanies, as Pl. II, "Oil and Gas in the Western Part of the Olympic Peninsula, Washington" by C. T. Lupton, *U. S. G. S. Bull. 581-B,* 1914.

Western States. (a) Map of the Western States, Showing Areas Covered by Topographic Surveys and the Scale Employed for Each Area. [1:14,200,000]. 51° - 29° N.; 127° - 101° W. 6 colors.

(b) Map of the Western States, Showing Areas Covered by Geologic Surveys and Kind of Work Done. Same scale and coordinates as map (a). 3 colors.

(c) [Fourteen maps, 1:2,500,000, in three to four colors, showing location of mining districts, viz:] (1) Arizona; (2) Northern Counties of California; (3) Southern Counties of California; (4) Colorado; (5) Idaho; (6) Montana; (7) Nevada; (8) New Mexico; (9) Oregon; (10) Part of South Dakota; (11) Western Texas; (12) Utah; (13) Washington; (14) Wyoming.

Accompany: map (a) as Pl. I, map (b) as Pl. II, and the maps under (c) as Pls. III-XVI, "The Mining Districts of the Western United States" by J. M. Hill, *U. S. G. S. Bull. 507,* 1912.

[Map (b) is a helpful index map showing the location and extent, within the region, of all the areas described geologically in the *Geologic Folios, Monographs* and *Professional Papers* of the Survey as well as of all existing geological surveys, whether published or unpublished. The fourteen maps listed under (c) show the location and name of each mining district and the predominant mineral being extracted there.]

Wyoming. Outline Map of the Wind River Basin, Wyoming. 1:625,000. 44°0′ - 42°20′ N.; 110° - 108° W. Accompanies, as Pl. I, "Gold Placers on the Wind and Bighorn Rivers, Wyoming" by F. C. Schrader, *U. S. G. S. Bull. 580-G,* 1914.

AFRICA

German Southwest and Portuguese West Africa. (a) Die deutsche Zone des Okawango nach den Aufnahmen Franz Seiner's im Jahre 1911. Mit Benutzung aller vorhandenen Materialien bearbeitet von H. Nobiling und W. Rux unter Leitung von Paul Sprigade. 1:100,000. 4 colors. In two sheets, viz.:

Blatt 1. [In three parts:] (1) Sektion a. 17°6′ - 17°39′ S.; 18°35′ -19°8′ E. (2) Sektion b. 17°37′ - 17°44′ S.; 19°8′ - 19°41′ E. (3) Sektion c. 17°43′ - 17°49′ S.; 19°41′ - 20°14′ E.

Blatt 2. [In three parts:] (1) Sektion d. 17°45′ - 18°2′ S.; 20°14′ - 20°47′ E (2) Sektion e. 17°52′ - 18°4′ S.; 20°47′ - 21°19′ E. (3) Sektion f. 17°56.2′ - 18°16.5′ S.; 21°19.5′ - 21°52.5′ E.

(b) Die Grauwackenzone des Okawango von Libebe bis Popa nach den Aufnahmen Franz Seiner's im Jahre 1911. Mit Benutzung aller vorhandenen Materialien bearbeitet von P. Just unter Leitung von Paul Sprigade. 1:25,000. 18°1.3′ - 18°6.3′ S.; 11°31.7′ - 11°40.6′ E. 4 colors.

(c) Karte der Aufnahmen Franz Seiner's im Kungfeld und nördl. Sandfeld im Jahre 1912. Mit Benutzung aller vorhandenen Materialien bearbeitet unter Leitung von Paul Sprigade von H. Nobiling. 1:500,000. 17°52′ - 20°0′ S.; 18°33′ - 20°35′ E. 2 colors.

Accompany: map (a), as Karten 5 and 6, map (b) as Karte 7 and map (c) as Karte 8, ''Ergebnisse einer Bereisung der Omaheke in den Jahren 1910-1912'' by F. Seiner, *Mitt. aus den Deutschen Schutzgeb.*, Vol. 26, 1913, No. 3, pp. 225-316.

[Map (a) a very complete map of the valley of the Kubango, or Okawango, River, from just above where it begins to form the boundary between German Southwest and Portuguese West Africa to its entrance into British territory (Bechuanaland). River bluffs in brown shading, part of the flood-plain periodically inundated in buff, permanent watercourses in blue, periodic in green; there are also very complete indications as to vegetation. A minor point: the reference, in the legends explaining the symbols used to denote the click sounds, to the palatal sound as ''palatinaler Schmalzlaut'' almost seems like an unconscious assimilation to ''Palatinate''; in the text (p. 299) the correct form, ''palatalis,'' is used. Map (b) covers, on four times as large a scale, the central part of the stretch of the river shown in Sektion f. Map (c) is a general map, on a large scale, however, of the Kungfeld, a sand desert on the western edge of the Kalahari province (as defined by Passarge), crossed diagonally from southwest to northeast by the periodic Omurambu-u-Omatako, which debouches into the Okawango.]

Kamerun-Nigeria. (*a*) Übersichtskarte der deutschen Grenze zwischen Yola und den Crossschnellen, bearbeitet von M. Moisel. 1:2,000,000. 9½° - 3° N.; 8° - 14° E. 5 colors.

(b) Karte des Triangulationsnetzes der Yola-Crossschnellen-Grenzexpedition (1907-1909) mit der Eintragung der 1912 vermarkten Grenze. 1:1,000,000. 9° - 5⅘° N.; 9° - 12½° E. 1 color.

(c) Grenzgelände zwischen Pfeiler 24 u. 35. Aufgenommen u. gezeichnet von Oberleutnant Detzner, November 1912. [1:300,000.] [8⅖° - 8° N.; 11⅙° - 11⅗° E.]

(d) Das Quellgebiet des Suntai-Flusses. Aufgenommen und gezeichnet von Oberlt. Detzner, Dezember 1912. [1:210,000]. [7¾° - 7½° N.; 10½° - 11° E.]

Accompany: map (a) as Karte 9, map (b) as Tafel 2, and map (c) and (d) on pp. 321 and 323 respectively, ''Die nigerische Grenze von Kamerun zwischen Yola und dem Cross-Fluss'' by H. Detzner, *Mitt. aus den Deutschen Schutzgeb.*, Vol. 26, 1913, No. 4, pp. 317-338.

[Map (a) a general map showing the Kamerun-Nigeria boundary as recently laid down by the boundary commission, of the German contingent of which the author was the chief. Map (b) shows the triangulation system and, in red, the precise course of the boundary. Maps (c) and (d) are details in black-and-white of two sections of the boundary; relief is in contours.]

ASIA

China. Cartes itinéraires d'I tch'ang à Yun nan fou et Li Kiang par le Yang tseu Kiang et la vallée du Kien tch'ang; Voyage du Comte Ch. de Polignac, levés du Capitaine de frégate Audemard. 1910. [One general map, one index map, and 15 sheets of route surveys, accompanied by an ''Index Géographique,'' in cloth pocket, as follows:]

(a) De Changhai à I tch'ang par le Yang tseu Kiang. Carte dressée par le Capitaine de frégate Audemard d'après les documents les plus récents. 1912. 1:1,250,000. 32⅗° - 28½ N.; 111½° - 122° E. Oriented N. 12° E. 3 colors.

(b) Carte-index des itinéraires. 1:3,000,000. [32½° - 24° N.; 98° - 111½° E.]. Oriented N. 19° E. 3 colors.

(c) [15 sheets of route surveys, in 2 colors, unless otherwise noted, viz.:] (1) Yang-tseu Kiang d'I-tch'ang à Tch'ong k'ing. 1:560,000. 31°15' - 29°30' N.; 106°20' - 111°20' E. Oriented N. 15° E. 1 color. With inset: Croquis du Yang-tseu kiang de Tch'ong k'ing à Soui fou. 1:850,000. 29°40' - 28°40' N.; 104½° - 106½° E. Oriented N. 15° E. 1 color. (2) De Tch'ong k'ing à Tseu lieou tsing. 1:250,000. 29°43' - 29°11' N.; 104°29' - 106°44' E. Oriented N. 2° W. (3) Tseu lieou tsing à Tch'eng) tou. 1:250,000. 30°45'- 28°58' N.; 103°50' - 105°6' E. Oriented N. 59° W. (4) Kia ting-Tch'eng tou-Kouan hien (Rivière Min). 1:200,000. 31°10' - 29°32' N.; 103°20' - 103°35' E. Oriented N. 90° W. (5) De Kia-ting au Mont Omi. 1:60,000. 29°38' - 29°30' N.; 103°15' - 103°43' E. Oriented N. 10° E. (6) De Omi-hien à Ya-tcheou. 1:75,000. 30°0' - 29°37' N.; 102°59' - 103°32' E. Oriented N. 19° W. (7) De Ya tcheou à Ts'ing k'i hien. 1:60,000. 30°0' - 29°33' N.; 102°34' - 103°2' E. Oriented N. 48° E. (8) De Ts'ing k'i hien à Ning yue. 1:60,000. 29°34' - 29°1' N.; 102°30' - 102°40' E. Oriented N. 80° E. (9) De Ning yue à Yue shi t'ing. 1:60,000. 29°3' - 28°35' N.; 102°28' - 102°35' E. Oriented N. 90° E. (10) De Yue shi t'ing à Lou Kou (vallée du Kien tch'ang). 1:60,000. 28°37' - 28°15' N.; 102°8' - 102°31' E. Oriented N. 53° E. (11) De Lou kou à Ning yuan fou (vallée du Kien tch'ang). 1:60,000. 28°19' - 27°52' N.; 102°4' - 102°13' E. Oriented N. 96° E. (12) De Ning yuan fou au Ya long (vallée du Kien tch'ang). 1:60,000. 27°54' - 27°40' N.; 101°51' - 102°17' E. Oriented N. 26° E. (13) De Ning yuan à Yun nan fou. Carte dressée d'après les documents les plus récents. Le levé du Yangtseu et du Yalong par le Capitaine de frégate Audemard. 1:450,000. 27°55' - 24°30' N.; 101°30' - 103°0' E. Oriented N. 8° E. (14) De Li kiang à Tong tch'ouan. Carte dressée d'après les documents les plus récents. Le levé du Yang tseu et du Yalong par le Capitaine de frégate Audemard. 1:450,000. 26°53' - 25°35' N.; 100°10' - 103°35' E. Oriented N. 9° W. (15) De Tong tch'ouan à Soui fou. Carte dressée d'après les documents les plus récents. Le levé du Yang tseu kiang par le Capitaine de frégate Audemard. 1:450,000. 29°3' - 26°15' N.; 102°20' - 104°50' E. Oriented N. 29° W.

[Important maps embodying the results of a journey which led up the Yang-tze-kiang valley to Szechwan and Yunnan. The exploratory portion of the journey began at Ichang on the Yang-tze-kiang in 111½° E. (the route from Shanghai to this point is shown on map (a)). From here the route lay by boat up the Yang-tze-kiang to Chung-king (106⅗° E.), thence overland across the Red Basin of Szechwan, first west and then north to Cheng-tu, the capital of the province. From Cheng-tu the upper Min River was followed south to Kia-ting. Thence the route led first northwest, up the Yaho, to Yachow and then south-southwest along the inner side of the Ta liang shan, the easternmost of the constricted meridional ranges which form the transition between the ranges enclosing the Tibetan plateau and the mountains of Farther India. Crossing the next meridional range to the west from Ning-yüan the route led south down the Ya lung to its confluence with the Yang-tze-kiang in about 102°. From here the Yang-tze-kiang was ascended to abreast of Likiang (27° N.) and then descended again for its whole length to Ichang, with an overland trip from its southernmost bend at Lungkai (26° N.) to Yün-nan-fu and back. The route from Cheng-tu to the Yalung is shown in great detail (sheets 4-12; scale 1:60,000), while the remainder of the territory traversed is shown on relatively large-scale maps, which also embody all other work done in the region. On the detailed maps relief is shown in generalized contours in black; the large-scale maps lack relief, showing only the hydrography (in blue), the roads (in red) and the towns (in black). The range of expression is, on the whole, somewhat less inclusive than on Dr. Tafel's comparable route surveys in the Hoang-ho region (cf. under "China," *Bull.,* Vol. 45, 1913, pp. 877-879), which is not astonishing in view of the fact that these were made by a geologically trained geographer and the present surveys by a naval officer. Aside from the value, as such, of careful route surveys in China, the importance of the present maps lies in the more correct representation they afford of the upper Yang-tze-kiang than heretofore available. A detailed comparison of the river's course above Suifu as represented in such standard sources as the *Atlas Universel de Géographie* and the China Inland Mission's *Atlas of the Chinese Empire* will bear this out. A preliminary map of this part of the journey was published in *La Géographie* in 1911 (ct. under "China" (first entry), *Bull.*, Vol. 44, 1912, p. 79). An expansion to the north of Audemard's survey of the Yalong was carried out by the Mission Legendre (cf. under "China," *Bull.*, Vol. 45, 1913, p. 319.]

Other Maps Received

NORTH AMERICA

CANADA

Alberta. Harrison & Ponton's map of the city of Calgary, Province of Alberta. 1 in. to 1,200 ft. [1:14,400]. [Blue print]. Harrison, Ponton & Parker, Calgary, 1912. [Gift from the City Engineer, Calgary, Alta.]

Driscoll & Knight's map of the City of Edmonton, Province of Alberta. 1 in. to 1,200 ft. [1:14,400]. Driscoll & Knight, Edmonton, 1912. [Gift from the City Engineer, Edmonton, Alta.]

British Columbia. Plan of the City of Victoria, showing sewerage system. 1 in. to 800 ft. [1:9,600]. [Blue print]. Angus Smith, City Engineer [Victoria, B. C.], 1911.

Manitoba. Map of Winnipeg. 1,000 ft. to 1 in. [1:12,000]. City Engineer's Dept., Winnipeg, 1914.

Ontario. Map of the City of Hamilton [Ont.]. 1 in. to 800 ft. [1:9,600]. City Engineer's Office [Hamilton, Ont.], 1913.

Map of the City of London [Ont.], including the newly annexed districts. 1 in. to 800 ft. [1:9,600]. [Blue print]. City Engineer's Office, London, Ont., 1913.

Plan of the City of Ottawa and vicinity. Drawn by F. C. Askwith. Published by Guy R. Dale. Examined and approved by N. J. Ker, City Engineer. 1 in. to 800 ft. [1:9,600]. [Gift from the City Engineer, Ottawa.]

Plan of the City of Toronto. 1 in. to 2,000 ft. [1:24,000]. The City Engineer [Toronto], 1912.

Saskatchewan. Plan of the City of Regina, Saskatchewan. [Blue print]. [The City Engineer, Regina, Sask., 1913].

UNITED STATES

Alabama. Peavy's map of Mobile, Ala., compiled from recent surveys and Mobile County records. Drawn by John R. Peavy, Jr., C. E., Asst. City Engineer. About 4 in. to 1 mi. [1:15,500]. [The City Engineer, Mobile, Ala.], 1911.

Arkansas. City of Little Rock, Ark. [Blue print]. Department of Public Works [Little Rock, Ark.], 1908.

California. Map of the City and County of San Francisco. 1 in. to 800 ft. [1:9,600]. City Engineer, San Francisco, 1910.

Map of the city and county of San Francisco. Scale about 1 in. to 1,600 ft. [1:19,200]. City Engineer, San Francisco, 1913.

Colorado. Map of the City of Colorado Springs [Col.], compiled in the City Engineer's Office. 1 in. to 800 ft. [1:9,600]. [Blue print]. [The City Engineer's Office, Colorado Springs, Col.], 1913.

Delaware. Plan of Wilmington, Del. 600 ft. to 1 in. [1:7,200]. [City Engineer, Wilmington, Del., 1913.]

Florida. City of Tampa, including city of West Tampa and adjoining territory. 1 in. to 800 ft. [1:9,600]. Sullivan & Isbell, Tampa, 1913. [Gift from the City Engineer, Tampa, Fla.]

Georgia. Map of the city of Savannah and vicinity. 300 ft. to 1 in. [1:3,600]. John W. Howard, City Engineer, Savannah, 1910.

Illinois. Map of the City of Peoria and vicinity. [Blue print]. 1 in. to 1,200 ft. [1:14,400]. [City Engineer, Peoria, Ill., 1913.]

Map of the City of Springfield, Illinois. Published by Hendrickson & Richardson [Springfield, Ill.], 1911. [Gift from the City Engineer, Springfield, Ill.]

Iowa. Council Bluffs, Iowa. 1 in. to 1,320 ft. [1:15,840]. [Blue print]. [The City Engineer, Council Bluffs], 1912.

Map of Cedar Rapids, Iowa, showing streets, parks, public buildings, etc. 6½ in. to 1 mi. [1:9,750]. Compiled and drawn by Iowa Publishing Co., Davenport, Ia., 1909. [Gift from the City Engineer, Cedar Rapids, Ia.]

Map of the City of Waterloo, Iowa, showing streets, parks, public buildings, etc. Compiled and drawn by the Iowa Publishing Co., Davenport, Ia., 1906.

Kentucky. Map of Newport, Kentucky. 1 in. to 300 ft. [1:3,600]. [Blue print]. J. B. Morlidge, City Engineer [Newport], 1913.

Massachusetts. Map of the city of Brockton, Mass. 1,000 ft. to 1 in. [1:12,000]. City Engineer's Office, Brockton, Mass., 1911.

Map of the town of Brookline, Mass. 1 in. to 400 ft. [1:4,800]. Alexis H. French, Town Engineer [Brookline, Mass.], 1911.

Map of the city of Cambridge. 1 in. to 800 ft. [1:9,600]. City Engineer, Cambridge, 1910.

Map of the City of Malden [Mass.]. 1 in. to 444 ft. [1:5,330]. [Blue print]. [The City Engineer, Malden, Mass., 1913.]

Map of Newton, Mass. 1 in. to 1,200 ft. [1:14,400]. Published by Walker Lith. & Pub. Co., Boston, Mass., 1914. [From Edwin H. Rogers, City Engineer, Boston, Mass.]

Map of the City of Quincy, Norfolk County, Massachusetts. 1 in. to 1,500 ft. [1:18,000]. Ernest W. Branch, C. E., Quincy, 1911.

Map of the City of Somerville [Mass.]. 1 in. to 600 ft. [1:7,200]. The City Engineer [Somerville], 1910.

The Price & Lee Company's new map of the city of Springfield, Mass. 1,200 ft. to 1 in. [1:14,400]. Price & Lee Co., Springfield, Mass., 1912. [Gift from the City Engineer.]

Map of Taunton [Mass.]. 1 in. to 2,000 ft. [1:24,000]. Published by Sampson & Murdoch Co., Boston, 1912. [Gift from the City Engineer, Taunton, Mass.]

Map of Waltham, Mass. 1 in. to 800 ft. [1:9,600]. Bertram Brewer, City Engineer [Waltham, Mass.], 1911.

Minnesota. Map of Minneapolis. 2¼ in. to 1 mi. [1:28,160]. City Engineer's Office, Minneapolis, 1910.

Map of St. Paul [Minn.]. 2¼ in. to 1 mi. [1:28,160]. Oscar Claussen, Comm. of Public Works, St. Paul, 1913.

Michigan. The City of Saginaw [Mich.]. [Gift from the City Engineer, Saginaw, Mich., 1913.]

City of Flint, Mich. 1 in. to 400 ft. [1:4,800]. [Blue print]. [The City Engineer, Flint, Mich.], 1914.

Missouri. City of St. Joseph, Missouri. [The City Engineer, St. Joseph], 1913.

Nebraska. Map of Lincoln, Lancaster Co., Nebraska. Compiled by Adna Dobson. [The City Engineer, Lincoln, Neb.], 1903.

Street map of South Omaha, Douglas County, Nebraska. 1 in. to 400 ft. [1:4,800]. G. W. Roberts and J. J. Kaspar, Consulting Engineers [South Omaha, Neb., 1913.]

New Jersey. Map of the City of East Orange in Essex County, N. J., surveyed by Wm. H. V. Reimer, C. E. [The City Engineer, East Orange, N. J.], 1911.

New York. Bureau of Engineering map of Albany, New York. 1 in. to 600 ft. [1:7,200]. City Engineer, Albany [1913].

Street map of the City of New Rochelle and the village of Larchmont, Westchester Co., N. Y. 1 in. to 1,200 ft. [1:14,400]. John Fairchild, C. E., Mount Vernon, N. Y., 1913.

Map of Niagara Falls [N. Y.]. 1 in. to 1,000 ft. [1:12,000]. [Blue print]. City Engineer [Niagara Falls, N. Y.], 1909.

Map of the City of Watertown, N. Y. Revised by E. W. Sayles, City Engineer. [Blue print]. [The City Engineer, Watertown, N. Y.], 1910.

Ohio. Map of the city of Akron [Ohio]. [1:14,400]. [The City Engineer, Akron, O.], 1911.

New mechanical index map of Canton, O., and vicinity. About 6 in. to 1 mi. [1:10,500]. Mechanical Index Map Pub. Co., Canton, O., 1913. [Gift from the City Engineer.]

[Map of] Cleveland, O. 2 in. to 1 mi. [1:31,680]. City Engineer's Office, Cleveland, 1910.]

Map of Columbus, O. 1 in. to ½ mi. [1:31,680]. [City Engineer's Office, Columbus, O., 1911]. [9 editions, showing:] (1) wards; (2) telephones; (3) railways and light; (4) street railways; (5) natural gas; (6) gas and fuel co.'s lines; (7) artificial gas; (8) waterworks; (9) sewers.

Map of Lorain, Ohio. Compiled from official records and actual surveys. 1 in. to 400 ft. [1:4,800]. C. M. Osborn, City Engineer [Lorain, O.], 1914.

Map of the City of Newark, Ohio. 1 in. to 500 ft. [1:6,000]. [Blue print]. [The City Engineer, Newark, O.], 1908.

Street and road map, city of Youngstown, Ohio. Scale about 2 in. to 1 mi. [1:32,000]. Platting Commissioner's Office, Youngstown, O., 1913.

Oklahoma. Donald's new pocket map of Muskogee, Oklahoma, revised and up-to-date. The official pocket map and street guide. The City Engineer [Muskogee], 1911.

Oregon. Hanson & Garrow's map of Portland and vicinity. 3 in. to 1 mi. [1:21,120]. Hanson & Garrow [Portland], 1912. [Gift from the City Engineer, Portland, Ore.]

Pennsylvania. Easton, Pennsylvania, showing division of wards. 1 in. to 600 ft. [1:7,200]. City Engineer, Easton, Pa., 1908.

Map of the city of Wilkes-Barre. [1:7,200]. Office of the City Engineer, Wilkes-Barre, Pa., 1912.

City of Williamsport, Pennsylvania, and suburbs. 1 in. to 1,000 ft. [1:12,000]. [Blue print]. [The City Engineer, Williamsport, Pa.], 1913.

Pennsylvania-New Jersey. Map of Philadelphia, Camden, and vicinity, compiled from city plans and personal surveys. 1:24,000. Published by Elvino V. Smith, C.E., Philadelphia, 1910.

Rhode Island. Map of Providence, R. I. 1,200 ft. to 1 in. [1:14,400]. Correct to spring of 1913. Published by Walker Lith. & Pub. Co., Boston. [Gift from the City Engineer.]

South Carolina. Map of the City of Columbia, S. C., showing street grades. 1 in. to 300 ft. [1:3,600]. [Blue print]. The City Engineer [Columbia, S. C.], 1912.

Texas. Map of city of Austin. C. E. Leonard, City Engineer [Austin, 1913].

Map of the City of El Paso, Texas, compiled by E. C. Baer. 1 in. to 1,000 ft. [1:12,000]. [Blue print]. [The City Engineer, El Paso, Tex.], 1909.

Utah. Map of Salt Lake City. 1,000 ft. to 1 in. [1:12,000]. City Engineer's Office, Salt Lake City, Utah, 1913.

Virginia. Map of the City of Lynchburg, Va. 1 in. to 400 ft. [1:4,800]. H. L. Shaner, City Engineer [Lynchburg, Va.], 1910.

Map of the City of Norfolk and vicinity, as authorized by the City Council. 1 in. to 800 ft. [1:9,600]. Office of the City Engineer, Norfolk, Va., 1909.

Map of Roanoke, Va. 6 in. to 1 mi. [1:10,560]. [Blue print]. F. L. Gibboney, City Engineer [Roanoke, Va.], 1914.

Washington. Spokane, Washington. [1:34,200]. Office of the City Engineer, Spokane, Wash., 1912.

West Virginia. City of Wheeling [W. Va.]. 1 in. to 800 ft. [1:9,600]. [Blue print]. City Engineer's Office [Wheeling, W. Va.], 1913.

Wisconsin. General map of City of Madison [Wis.]. 1 in. to 700 ft. [1:8,400]. E. E. Parker, City Engineer [Madison, 1913].

[The above city maps were kindly sent to the Society in response to a request addressed to the city engineers of all American cities with a population of 25,000 or more and Canadian cities of 100,000 or more. All cities of this size, it will be noted, are not represented, and the list makes no claim to completeness. An effort will be made, however, to procure the missing maps, as it is desired to make the collection as complete as possible.

No individual comment need be made, as the maps all belong to the same general type. From the geographer's standpoint they are disappointing. As a rule they merely show, usually by parallel, sometimes even only by single lines, the network of streets, and their names. Sometimes no distinction is even made between existing and proposed streets. The better maps may indicate urban transportation lines and some, public buildings. But the critical element which interests the geographer—the built-up area—is practically never shown. A city is, after all, mainly an aggregation of houses, and it is in their distribution that a geographer is interested. That the representation of this element in a city map is not an impossible requirement is shown by the admirable maps published by European, mainly Continental, municipal authorities or those issued by private publishers that there can be bought for a few cents at any book shop. For such investigations as Messrs. Hassert, Oberhummer, Hassinger and Blanchard have so successfully undertaken abroad, the American student of city geography is almost at a loss where to turn for material with regard to his own cities. The type of map listed above will not tell him where are the real geographical limits of the city, nor will they enable him to differentiate between business, city residence and suburban sections. The only map of this type known to the reviewer is the admirable map of New York, 1:21,600, issued by the Topographical Bureau of the Board of Public Improvements for the Paris Exposition of 1900; and even this has not been kept up-to-date. *Faute de mieux,* the topographic sheets of the U. S. Geological Survey can be of assistance, as frequently pointed out in this department; but their scale is rarely large enough for problems of city geography. Or else recourse may be had to that friend in need, Baedeker's "United States"; but there one finds that even for so excellent cartographers the problem has been too difficult. Following the standard of their European guide books, they have endeavored to indicate the built-up area, but the lack of material has forced them to guess, and, although they have done so intelligently, the result necessarily cannot be accurate. Information as to the built-up area is, of course, available: it can be found in the offices of superintendents of buildings, in insurance atlases and the like, but not in the form suited to the geographer. As in many other phases of his work, so in city geography, he is still constrained to prepare for himself the fundamental material for his inquiries.]